# THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 4. CLEVELAND, O., JANUARY 22, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS


## AROUND THE LAKES.

### CLEVELAND.

We would like to have Mr. E. of Charlotte send in his name, not for publication but for the purpose of giving us confidence. We will be pleased to hear from him often this winter.

Thomas Murphy has purchased the schooner Delaware from H. J. Winslow. The price is said to be about $12,000. The Delaware is 546 tons burden, was built at Detroit by Campbell and is comparatively new.

Not bearing in mind that Mayor S. B. Grummond, of Detroit, purchased the powerful tug Champion last spring from Mr. Gillett, we last week erroneously said that "Mr. Gillett now owns her."

Captain John Archer formerly of the tug Dreadnaught has gone into the restaurant business and can be found at 76 Ontario St. this city. He will be glad to furnish meals at all hours to his marine friends in exchange for their collateral. Mr. C. M. Hazen will officiate.

WE suggest that all New York dealers in marine goods examine the figures given in another column regarding the tonnage entering and clearing at New York and Chicago, respectively, and paste it up for business. We are open for advertisements the year round, and if necessary to accommodate them, will enlarge the RECORD next season.

Mr. G. C. Barnes has gone to Youngstown to put in an Ætna shaking grate for the Enterprise Iron Works, Cartright, McCurdy & Co., five feet long, sixteen wide, under four boilers. Mr Barnes put in Ætna grates for this firm in 1877, eight years ago, which have been in constant use until this time without the least repairs, the new grates will be one foot longer than the old ones.

The Marine Engineers National Beneficial Association met in Cincinnati last week and ransacted much important legislation beneficial to the order. The following officers were elected for the ensuing year: President, Andrew Ritter of Chicago; vice President H. G. Payne, of Buffalo; Secretary James H. Harris, of St. Louis; Treasurer R. Doty, of Cleveland. The next annual meeting of the association will be held at Buffalo on the second Tuesday in January 1886.

The need of a fire tug on the river was again demonstrated on Tuesday night in the burning of the sewing machine cabinet works of Theodore Kundtz, on the corner of Sycamore and Hemlock streets. The fire throwa out of employment about one hundred and fifty men and involves a loss to the firm of $50,000, partly covered by insurance. As could have been expected the hydrants and fire alarm boxes were frozen up tight all along the river, as the department evidently does not think in necessary to keep them in condition where shipping property is concerned, which is probably the cause of the entire destruction of these buildings. The river is also frozen up tight, but with an iron fire boat that could have been kept open, as it would have been one of the objects

### BELLEVILLE.

Judge Fralick of Belleville, gave judgment for $34 for the plaintiff on the 10th, in the case of Captain Savage, of the schooner Peerless, against Wm. Coe of Madoc. Action was brought in the county court for $200 damages for waiting at the Belleville docks for ore from mines in the north.

### CHICAGO.

*Special to the Marine Record.*

The Goodrich Company's propeller Depere arrived at this port Tuesday, at noon, from Manitowoc and other west shore ports. She was three hours getting from the mouth of the harbor to the company's dock, in consequence of the thickness of the ice in the river.

The weather has been intensely cold at this port during the past week, and the ice in the river is nearly ten inches thick.

E. W. Elphicke, vessel agent, has returned from a visit to Toronto, Buffalo, Cleveland, Toledo and Detroit, where he has been looking after marine matters generally.

Mr. P. Fleming, of the firm of Beckwith & Fleming, vessel agents at this port, has returned from his journey east, having visited New York, Philadelphia, Buffalo, Cleveland, Toledo and Detroit, where he has been looking after the insurance and marine business of the firm.

Captain Reed is getting the rebuild of his tug Brothers completed as fast as possible in one of the Chicago Drydock Company's docks. She will have a new boiler and an entire new outfit.

The tug Belle Chase is in one of the Chicago Drydock Company's docks. She will get some calking and a new wheel. The canal barge Menard is also in for general repairs.

The funeral of Captain L. T. Edson, of the propeller Merrimac, who died at his home in South Chicago Sunday, was held yesterday at his late residence, thence to Calvary.

Inquests were held Saturday by Coroner Herts as follows: At the Coroner's office, on the body of Andrew Green, who was killed December 31 last by the explosion of the boiler on the tugboat Admiral. The jury in their verdict say: "We, the jury, are unable to determine from the evidence the cause of said explosion, except that it might have been from carelessness on the part of those employed on the boat at the time of said explosion." At the same place, on the body of William J. Bone, killed in the same explosion; same verdict. At the same place, on the body of James Hogan, killed in the same explosion, same verdict.

The Secretary of the Chicago Board of Trade furnishes the following figures, which are for Saturday, the 17th inst.: Grain in store in the Chicago elevators; wheat, 14,368,000; corn, 1;498,000; oats, 485,000; rye, 110,000; barley, 115,000. Grain in sight in this country and Canada; wheat; 47,681,000; oats, 4,849,000, oats, 2,022,000; rye, 374,000; barley, 1,635,000.

Beckwith and Fleming, vessel agents, have charters the Lake Michigan and Lake Superior Company, propeller Jay Gould to the Flint and Pere Marquette railroad company, to take the place of the propeller T. and P. M. No. 1, sunk at Ludington. The charter is made on very advantageous terms for both parties.

Miller Brothers are making necessary repairs on the propeller Jay Gould to enable her to at once go to Milwaukee and commence running between that port and Ludington. She will be ready in a few day's.

The new hull, in which will be placed the machinery of the pleasure steamer Brett Harte, is being rapidly gotten on with. Her frames are all up and her deck beams on, and her outside planking will go on as soon as the weather is less severe.

George Gilman is negotating with some parties for the sale of his tugs, as he intends to go out of the tugging business.

The tug T. T. Morford, of Dunham's line, arrived at this port last Thursday from Milwaukee, where she had towed the schooner R. B. Hayes. Considerable ice was encountered all the way from Crosse Point to Milwaukee and the Hayes bows and sides were somewhat cut about from contact with the ice, but not to any serious extent, as she has received her load since her arrival at Milwaukee. T. W.

### MILWAUKEE.

*Special to the Marine Record.*

The negotiation for the charter of the steambarge Jim Sheriffs to take the place of the sunken propeller F. & P. M. No 1, on the Milwaukee & Ludington route, having failed the F. & P. M. railroad Co. on Thursday last closed a contract with the Lake Michigan & Lake Superior Transportation Co. for the propeller Jay Gould. The Gould, which is now in winter quarters at Chicago will be fitted out at once and will arrive in Milwaukee about the middle of next week. She is estimated to carry 1,000 tons on a draft that will permit her to enter Ludington harbor. She has also very good passenger accommodations.

On the 8th, while Contractor Goss was at work blocking up the boiler of the tug Goodnow, preparatory to hoisting it out, his son, who was bossing the work under the boiler, reached under the boiler to adjust the saddle irons, when the blocking gave way and let the large boiler come crashing down on his hand. The seam of one of the sheets landed on top of the unfortunate young man's hand and the sharp rivet heads went clear through the hand, literally crushing it to pieces from the wrist. It was necessary to place a jack screw under the shell of the boiler and raise it up before the young man could remove his hand. Mr. Goss was taken to his home and medical aid summoned as soon as possible.

The weather here is very warm and it seems like spring weather. All along the river will be heard the calking mallet, and busy ship carpenters can be seen on most every vessel in the harbor. The scow Trio will have a general overhauling and a new rudder. The scow J. B. Prime will have some new deck planks and some new planks amidships. The steambarge Shrigley is having a thorough calking of her decks. The schooner Wallahala will go into drydock for a general overhauling of her bottom, and the tug S. S. Coe will go with her and receive a partial rebuild.

The steambarge Daisy Day arrived last Sunday with a full load of grain and passengers, and received a general shaking up, as the wind was south and a heavy sea running outside of the bay.

The only vessels loaded with grain are the David Vance and Northwest (formerly the A. B. Moore.)

E. C. Maxon and Mr. Parker, of the Independent Tug Company, and some of our prominent marine men, are making great preparations to visit the World's Fair at New Orleans. They will rent a special car and be switched off at St. Louis and other places of note on the way.

The tug Morford, of Dunham's tug line, of Chicago, arrived here on Wednesday at 1 o'clock, p. m., with the schooner R. B. Hayes. The Morford left on Tuesday night at 7 o'clock, but on account of heavy ice did not arrive here until noon. The schooner was cut up very badly and had to hang large fenders over her bows to protect her from the ice. The tug John Evenson went to the tug Morford and schooner when they arrived in Milwaukee Bay to render them any assistance they might require. The schooner will load grain at Smith's elevator.

The flags were at half-mast on the Inter Ocean Transportation Company's fleet of barges, which are laid up at the iron ore dock, on acconnt of the death of the captain of their barge Metacomet, Captain Edson, who died on Sunday Evening, January 11th Captain Edson was well known all over the lakes, and his many friends will feel sorry to hear of his death.

I took a stroll around the Milwaukee Shipyard on last Wednesday and saw that the barge Nahant is having a new deck and a new double deck put on her, the small schooner Eveline is having new ceiling and ribs put in her. The schooner James Garrett is having new ribs and ceiling at the same yard. At Wolf & Davidson's main yard they are filling all of the empty space in their yard with timbers for their new barge, and they also have a contract to build a fishing tug for Mark & Co., of Racine. She will be 60 feet long and 14 feet beam, and the engine will be 12 inches bore and 14 inches stroke. The engine will be built by Sheriffs and the boiler by Dick Davis, and all to be complete by the 10th of March.

The schooner Lineral was built last August at Manitowoc, is 74 tons burden, is of schooner rig with two spars in her, and is of very handsome model and sails very well. Some enterprising photographer has taken the pictures of both the Lineral and Arundel, and I will send it to you as it will make a splendid picture with both vessels covered with ice.

There has been a general strike among the ship calkers in the shipyards of this place. They were cut from $2 to $1.75 for eight hours' work, but refused to work at that figure. Other calkers were obtained from Manitowoc and other places. But when they were informed of the cause of the strike they returned to their homes. From the present outlook it seems that the calkers will hold out until spring.

On the 14th of January, while the machinists were removing the steam chest belonging to the engine of the steamer Andrew Johnson, it got away from the men and fell into the river, and it required the services of Mr. Peak, the diver, to get it out again.

On the 15th, while the tug John Evenson was breaking the ice alongside of the steambarge Jim Sheriffs the forward sheet of iron was completely torn away by the ice, which was 13 inches solid. After running the bow of the tug out on the bank and spiking on another sheet the tug proceeded up the river, and towed the schooner R. B. Hayes to Wolf & Davidson's lower yard, where she will lay until navigation opens. The Hayes finished loading at Smith's elevator last Thursday. X. Y.

### GRAND HAVEN.

*Special to the Marine Record*

In the last issue of the RECORD you made mention of some sailing vessels, among the rest the schooner C. E. Wyman making the run from Chicago to Cheboygan in two days; but the correct time is thirty-six hours. The same vessel has made the run from Chicago to Thunder Bay light in forty hours. S.

## MARITIME LAW.

SEAMENS' WAGES—ADVANCES IN FOREIGN PORTS.

*United States District Court, Southern District of New York.*

Edward Stains et al. vs. The ship State of Maine; James Smith et al. vs. the same.

Alexander & Ash for the libelants; Henry D. Hotchkiss for claimant.

Brown, J.

In August, 1884, the American ship State of Maine, being at anchor at Antwerp and in need of seamen there shipped a crew of whom the libelants were a part. Before doing so, the captain in vain endeavored to procure a crew without making any advance of wages or paying any sailors' bills there. He subsequently was able to obtain a crew only upon providing for the payment of certain bills for board, which were claimed to be due from men there. The men were shipped under the supervision of the American Consul at Antwerp, and the bills were paid by the captain through him. The correctness of these bills in each case was certified by the signatures of the seamen. Upon arrival at this port the crew left the ship, according to the masters statement, without being discharged and before she was fairly made fast. In rendering his accounts to the shipping commissioner at the port the captain charged against the various members of the crew the amounts of the bills which he had paid in their behalf the vouchers for which were produced signed by the men as above stated. The majority of the crew accepted the balance due to them; four of the libelants have persisted in their refusal to do so; and in their testimony they deny that the bills were owing by them, and also deny their signatures to the vouchers.

The most important question presented, is whether the act of June 26, 1884, known as the Dingley bill, applies to the shipment of seamen in foreign ports as claimed by the counsel for the libelants. Section 10 of that Act provides "That it shall be and is hereby made unlawful in any case to pay any seamen wages before leaving the port at which such seamen may be engaged, in advance of the time when he has actually earned the same or to pay such advance wages to any person, other than an officer authorized by Act of Congress to collect fees for such service any remuneration for the shipment of seamen. Any person paying such advance wages or such reumuneration shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a fine not less than four times the amount of the wages so advanced or remuneration so paid and may be also imprisoned for a period not exceeding six months, at the discretion of the court. The payment of such advance wages or remuneration shall in no case, except as herein provided, absolve the vessel, the master or owner thereof, from full payment of wages after the same shall have been actually earned: and shall be no defense to a libel, suit or action for the recovery of such wages: Provided, That this section shall not apply to whaling vessels; and provided further that it shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages which he may earn to his wife, mother or other relative, but to no other person or corporation. And any person who shall falsely claim such relationship to any seaman in order to obtain wages so allotted, shall, for every such offense be punishable by a fine of not exceeding five hundred dollars or imprisonment not exceeding six months at the discretion of the court. This section shall apply as well to foreign vessels as to vessels of the United States; and any foreign vessel the master, owner, consignee or agent of which has violated this section or induce or connived at this violation, shall be refused a clearance from any port of the United States.

The language of this section is, doubtless broad enough to embrace the shipment of seamen in foreign ports, as well as in ports of the United States. But statutes must be interpreted and applied according to their intentions. There seems to me to be controlling reasons why the shipment of seamen in foreign ports cannot be considered as within the intention, and hence not within the proper construction of this act.

1. Statutes have no extra territorial force. The shipment of seamen at a foreign port, and the payment either of advance wages or of bills previously incurred as in this case, as an advance of wages, are acts done and completed wholly upon foreign soil, and therefore, wholly beyond the jurisdiction of this country. If American vessels be treated as a part of the territory of the United States and within its jurisdiction, though in foreign ports, still acts like the present, which are not done upon shipboard, but, as I have said, are completed upon land, prior to the seamen coming aboard, and as a means of procuring them to do so, would not be done within the territorial jurisdiction of this country. Every presumption is against the supposition that Congress had any intention to legislate in reference to acts done and completed wholly beyond its jurisdiction; and while Congress might, doubtless, subject the masters of American vessels upon their return to this country to punishment for acts done upon foreign soil, though such acts were lawful there, still such an intention would not be presumed. Nor is such an intention sufficiently indicated by mere general language, which can be fully satisfied by its application to all such acts, committed within the jurisdiction of the United States; it would only be inferred from some specific provisions clearly showing an intention to make the statute appreciable to acts committed within foreign territory.

2. The general purpose of this act is indicated by its title Its various provisions, as well as the well known circumstances which lead to its passage show that it was passed in order to correct certain practices and to reform certain abuses to which seamen were subject in the ports of this country. It is scarcely credible that in passing this act Congress intends to undertake to correct similar evils in all parts of the world if they may be found to exist there. It had in view the reforms which were deemed necessary in our own ports over which it had control; and there presumably its intention ends.

3. Having no power to carry out any such reforms in foreign territory, it is, again, scarcely credible that Congress intended by this section to place American ships at a great disadvantage, as compared with other ships in foreign ports, by preventing their obtaining seamen upon the same terms available to foreign vessels. This section, if applied to our vessels in foreign ports, would be wholly futile as regards the correction of any similar abuses there and would have no other practical effect that to cripple and disable our own shipping in foreign ports; a result clearly foreign to the purposes of this act. All laws, says the Supreme court in U. S. vs. Kirby, 7 Wall, 486; "should receive a sensible construction. General terms should be so limited in their application as not to lead to injustice, oppression or an absurd consequence. It will always, therefore, be presumed that the legislature intended exceptions to its language, which would avoid results of this character. The reason of the law in such cases should prevail over its letter." Carlisle vs. U. S. 16 Wall, 153.

4. The final clause of section 10, which declares that this section shall apply as well to foreign vessels as to vessels of the United States, and that in case of violation, a clearance shall be refused them, furnishes a specific indication that Congress did not in this section refer to the shipment of seamen in foreign ports, but had in view acts done in this country alone. For it is manifest that as against foreign ports this section would be mere *brutum fulmen*. Its only possible legal application to foreign vessels would be as regards their acts while within the ports of this country; and as the intent of the section is clear to make no discrimination between foreign vessels and domestic vessels, and as the section as to the former cannot possible be applied as regards their acts done in foreign ports, it follows that the section must have been designed to apply only to the ports of this country.

For these reasons I must consider the act in question inapplicable to the present case.

I am obliged to discredit the testimony in this case, who deny their signatures to the vouchers and testify that they did not owe the debt stated. The handwriting of each is peculiar and corresponds so entirely with their signatures to the deposition, and their testimony in regard to some other circumstances is discredited to such an extent, that I am obliged to disregard their testimony as unworthy of belief. The circumstances of their attesting these bills and the delivery of the vouchers to the consular agent, satisfy me that these bills were paid by their procurement and assent, and should stand charged against them.

The seamen will be allowed, therefore, only, the amounts due to them according to the master's account, deducting these advances. And these amounts were offered to them before suit and they refused to take them; no costs will be allowed.

December 31, 1884.

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THE LOFTUS-KILDERHOUSE COLLISION.

The case of George E. Wood and others, owners of the schooner Loftus, against the schooner Kilderhouse was a libel filed for damages sustained by the Loftus by being run down by the Kilderhouse. The Loftus lay at anchor November 25, 1881, about a mile and a half southeast of Waukegan pier, about 6 p. m. Her anchor light was properly displayed, when the Kilderhouse, coming light from Chicago, with all canvas set and running at a speed of ten miles an hour, ran across the bows of the Loftus, parting her anchor chair and injuring her hull over $2,000 worth. The defense was that the Loftus had no anchor light set; that she showed no torch, and that the Loftus lay in an improper place. The court held that from the evidence of six men ashore, the crew of the Loftus, and the lookout of the Kilderhouse it was evident that an anchor light was displayed. The lookout on the Kilderhouse reported the anchor light a few minutes before the collision. That when the weather was clear and lights could be seen so far there was no necessity for showing a torchlight, and that those on the Loftus had a right to rely on the lookout on the Kilderhouse seeing the anchor light. That the Loftus lay inside of the usual path of commerce, and not in a channel or fairway. That the Kilderhouse was solely to blame. Her lookout after reporting the light went aft to get his jack-knife from the first mate, and after the anchor light was reported no action was taken by any of the officers to avoid the collision. Prompt action would have avoided the collision. Decree for the libelant for $2,300 and interest and costs. The respondent was allowed an appeal in bonds of $5,000. Wm. H. Condon for libelant; Wm. L. Mitchell for respondent.

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## THE PORTAGE LAKE AND LAKE SUPERIOR SHIP CANAL.

Acting on the subject matter of a Senate resolution of inquiry of April 22, 1884, O. M. Poe, Colonel of Engineers, U. S. A., in whose district the above canals are situated, makes report to the chief of engineers, with favorable comment, as follows:

1. As to the amount and value of all aids and grants of any kind from the United States to the State of Michigan, for the Portage Lake and Lake Superior ship canal, or to any agent, trustee, or assignee of said State, of any such aids, whether person or corporation, up to the present time, computing the value of any and all lands donated therefor by the general government at the rate of $1.25 per acre.

2. As to all other receipts, whether to grants, privileges, or moneys received by the State of Michigan direct or through its agents, assignees, or as aforesaid, for and on account of construction, repair or operating said canal up to the present time.

3. As to all proper costs and charges for expense of construction, repairs, or operating said canal up to the present time from or by the State or its said agents, trustees, assignees, etc., and shall report to the Senate the result of such inquiry, and shall also report, from the best information obtainable, upon what terms and conditions it would be just and proper for the United States to procure and take possession of said canal for the purpose of making the same a free waterway for the use and benefit of navigation and commerce.

4. And also to inquire and ascertain upon what terms and conditions the Portage Lake and River Improvement Company will surrender and convey to the United States for the purpose of making the same free to the general public for navigation and commerce, all their rights, title, and interest in and to the Portage River Improvement (so called) with each and all the appurtenances belonging thereto, including piers, canal cuts, embankments, etc., as well as any and all rights of way to and through Portage Lake and said Portage river and the approaches thereto, and whether such terms are reasonable and proper to enable the United States to make said water-way free to the public, and such other information as may be obtained relating to the aforementioned subject.

Preliminary to instituting the requisite inquiries, I put myself in communication with Mr. J. T. Whiting, of Detroit, who was understood to be especially interested in the matter, and at whose instance the resolution of inquiry was introduced in the Senate.

After consultation with him I addressed letters of inquiry to the Secretary of the State of Michigan, to Theo. M. Davis, Esq., president of Lake Superior Ship Canal, Railway, and Iron Company, and to Frederick Ayer, Esq., president Portage Lake and River Improvement Company. The correspondence in the three cases is hereto attached, marked respectively A. B. and C, noting, however, that in the second case I have brought my questions and Mr. Davis' replies into juxtaposition, in order that they may more readily come under the eye at one and the same time.

I have also had access to the papers, documents, and land maps transmitted to me at the same time with the resolution of inquiry, including Mis. Doc. No. 50, House of Representatives, first session, Forty-eighth Congress, and have been furnished by the Portage Lake and River Improvement Company with a map showing the work done by them.

The water communication across Keweenaw Point by way of the Portage River and Lake and the artificial cuts made to render them available, is under control of two companies: (1) The Portage Lake and River Improvement Company from Keweenaw Bay to Portage Lake, and (2) The Lake Superior Ship Canal, Railway, and Iron Company, from Portage Lake to Lake Superior. The former improvement was commenced by private individuals, who were subsequently incorporated under the act of the State of Michigan, providing for the formation of companies to construct canals or harbors, and improve the same, approved March 18, 1861. None of the original proprietors are now connected with the work, and the precise time when the work was commenced can not now be stated. But it appears that the work had advanced sufficiently by June, 1862, to admit of its use for purposes of navigation.

The Lake Superior Ship Canal, Railway, and Iron Company results from the Portage Lake and Lake Superior Ship Canal Company, the articles of association of which were filed in the office of the Secretary of the State of Michigan, July 15, 1864. Amended articles were filed in the same office September 24, 1868, and an amendment, changing the the name of the Company to the Lake Superior Ship Canal, Railroad, and Iron Company, was filed May 4, 1871. The canal was completed by the company and accepted by the governor of Michigan June 25, 1875.

The improvements of the company were afterward sold under mortgage and the name changed to Lake Superior Ship Canal, Railway, and Iron Company, the present owners. The deed of transfer is dated May 15, 1877, and it was filed in the office of the Secretary of State of Michigan on the same day. The articles of association were again amended May 18, 1878, but the name remained unchanged.

The resolution of inquiry relates more particularly to the latter company, and I will therefore speak of it first.

1. The amount of aids and grants from the United States to the State of Michigan, for the Portage Lake and Lake Superior Ship Canal, was 400,000 acres of land (acts of March 3, 1865, and July 3, 1866.)

The amount actually certified to the State appears from the statement of the State land office to have been 398,720.52 acres.

The amount received by the canal company appears to have been 398,205.42 acres, the value of which, computed at 1.25 per acre, was $497,756.77. And it does not appear that any other aids or grants of any kind were made from the United States to the State of Michigan or to any individual or corporation for the benefit of this canal.

2. Neither was any aid granted by the State of Michigan, nor were there any contributions in aid of the construction of the canal from private parties other than from the stock holders and creditors of the canal company.

The original canal company having failed, a receiver was appointed with authority to borrow money for the purpose of completing the canal and to secure the same by a first lien on all the property of the company. Under this authority the receiver issued and sold certificates, secured as above, to the amount of $625,300, and actually received and expended $450,000. Neither the receiver nor assignee received any other contributions in aid of the construction of this canal.

The receipts from tolls for use of the canal from 1874 down to and including the year 1883, (the latest returns), amounted in the aggregate to $75,053.13 and the expenditures from these funds for the same period to $70,146.79. (Appendix P, Mis. Doc. No. 50, House of Representatives, first session Forty-eighth Congress.)

Other than the grant of lands referred to in a preceeding paragraph, the foregoing covers, so far as I have been able to ascertain them, all "receipts, whether tolls, grants, privileges, or moneys," from any and every source, for and on account of construction, repair, or operating said canal up to the beginning of 1884.

3. The mortgage bonds issued to obtain money for the construction of the canal—

| | |
|---|---|
| Amounted (exclusive of interest) to.. | $3,300,000.00 |
| There were issued and sold receivers' certificates to the amount of..... | 625,300.00 |

And from 1874 to 1883, both inclusive, there was collected as tolls and expended upon the canal, prin-

cipally in operating expenses, the sum of ..... 70,146 79

Total ..... $3,995.446 79

Of the above items, we know that the tolls yielded ..... ..... 70,146.79
And the sale of receiver's certificates 450,000.00

Total ..... $520.146.79

but are in entire ignorance as to the amount obtained from the hypothecation of the $3,300,000 mortgage bonds, and expended on the canal. Still, from all the testimony, and especially that contained in Mis. Doc. No. 50, House of Representatives, first session Forty-eighth Congress, the probability is great that the aid supplied from all sources and applied to the construction and repair of the canal, and in operating it down to the beginning of 1884, amounted to fully $3,000,000.

4. It will be seen from Appendix C that the two companies controlling this waterway are practically one, as the parties in interest are the same. It is proposed to convey to the United States a clear title to both canals and all their rights, privileges, and appurtenances for the sum of $350,000.

I have endeavored to ascertain whether, in case of purchase, this sum would cover the entire cost to the United States, and am assured that it would; that all indebtedness by mortgage, or otherwise, existing prior to May 15, 1877, on the property of the Portage Lake and Lake Superior Ship Canal Comwas canceled by the sale of that date, and that none has accrued since; and that there is not now, and never was, any bonded debt or mortgage on the Portage Lake and River Improvement Company's property.

It has not been practicable for me to obtain a statement of the receipts and expenditures of this latter company, on account of construction, maintenance, and operating, but I think that it can be safely assumed that the construction account alone would amount to fully $300,000. If the above estimate of the minimum cost of the property of the Lake Superior Ship Canal, Railway, and Iron Company ($3,000,000) and that of the Portage Lake and River Improvement Company ($300,000) is warranted by the facts disclosed, then the price asked for the two ($350,000) may be stated as only one-tenth the original cost. And if by the payment of that sum by the United States to the companies in question, the ownership of this important water-way, clear of all incumbrances, can be vested in the Government, thus rendering navigation free to commerce, then there can be no question but that the price is reasonable and the purchase advisable.

In conclusion, I invite attention to the readiness with which the canal companies gave me such information as was in their power. Without this commendable action upon their part, I would have been utterly unable to obtain any information of value for the purposes of this inquiry.

The delay in submitting this report has arisen from the fact that the president of one of the companies was absent from the country, so that it was not practicable to get from him replies to my interrogatories of the 10th July in time to prepare it earlier. The papers referred to me are herewith returned.


## TUG WANTED!

*50 to 60 FT LONG; ENGINE ABOUT 14x14*

Large boiler to burn wood or coal; all in first class order, suitable for fishing purposes. Will pay cash.

**R. Connable & Son,**

Petoskey, Mich, January 6, 1885.

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SHOULD HAVE

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Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4, Fast Limited Express | *1 10 A M | *1 25 A M |
| No 8, N Y, B & A Express | *6 35 A M | *7 00 A M |
| No 26, Elyria Accommodation | †8 05 A M | ..... |
| No 35, Buffalo Ac'm via Sandusky | †10 35 A M | †10 50 A M |
| No 30, Toledo Accom via Norwalk | †10 35 A M | †10 50 A M |
| No 12, N Y & B Fast Express | *1 55 P M | *2 25 P M |
| No 14, Special N Y & Bos Express | ..... | 5 00 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 42 P M | ..... |
| No 26, Conneaut Accommodation | †4 25 P M | ..... |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, East Limited Express | *11 35 A M | *12 05 A M |
| No 23, Mich Express via Sandusky | *2 15 A M | *2 35 A M |
| No 3, Chicago Express via " " | ‡6 05 A M | 6 30 A M |
| No 25, Mich Accom Norwalk | ..... | †6 10 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | †12 05 P M | 12 50 P M |
| No 9, Chi Bac Fx via Norwalk | *6 10 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only | ..... | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | ..... |

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.


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Following is the time in effect Oct. 6, 1884, and until further notice:

| GOING EAST. | LV. | AR | GOING WEST. |
|---|---|---|---|
| | A. M | | P. M. |
| ..... | 7 50 | Chicago | 7 50 ..... |
| ..... | 9 45 | Valparaiso | 5 42 ..... |
| | P. M. | | |
| ..... | 1 50 | Fort Wayne | 1 50 ..... |
| ..... | 2 05 | New Haven | 1 35 ..... |
| | | | A. M. |
| ..... | 3 56 | Leipsic | 11 30 ..... |
| ..... | 4 49 | Arcadia | 10 34 ..... |
| A. M. | | | P. M. |
| 6 50 | 5 00 | Fostoria | 10 22 8 59 |
| 7 35 | 5 45 | Green Springs | 9 44 8 05 |
| 8 15 | 6 20 | Bellevue | 9 10 7 35 |
| 10 49 | 9 02 | AR. Cleveland Lv | 6 45 5 01 |
| P M. | | | |
| 12 05 | ..... | Painesville | ..... 3 44 |
| 12 58 | ..... | Ashtabula | ..... 2 51 |
| 1 42 | ..... | Conneaut | ..... 2 20 |
| 2 41 | ..... | Erie | ..... 1 23 |
| | | | A. M. |
| 4 19 | ..... | Dunkirk | ..... 11 24 |
| | | | A. M. |
| 5 55 | ..... | AR. Buffalo Lv. | ..... 9 50 |

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

## BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

| | Depart. |
|---|---|
| No. 3, Columbus, Cincinnati & Ind Ex | 9:00 A M |
| No. 28, Galion & Wheeling Express | 6:30 A M |
| No. 9, Col., Cin., Ind & St. Louis Ex | *6:50 P M |
| No. 5, Col. Cin., Ind. & St. Louis Express | *12 25 P M |
| No. 27, Galion & C.L & W. Acc | 3:30 P M |
| No. 29, Massillon & Ulrichsville Ex | 4.30 P M |
| | **Arrive.** |
| No. 8, Col, Cin, Ind. & St. Louis Exp | *6:40 A M |
| No. 20, Uhricsville & Massillon Ex | 8:55 A M |
| No. 2, Col. Cin. & Indianapolis Express | 9:50 P M |
| No. 24, St, Louis, Ind., Cin. & Col. Ex | *4:45 P M |
| No. 22, Galion Acc | 9:20 A M |
| No. 26, Wheeling Accom | 4:15 P M |
| No. 4, Col., Cin & N. Y. Express | 1:35 A M |

Trains marked * daily, all other trains daily except Sunday

**E. B. THOMAS,** General Manager. **O. B. SKINNER,** Traffic Manager.

**A. J. SMITH,** General Passenger Agent.

CLEVELAND, OHIO.

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Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

**7.20 a. m.** ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 9:10 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 11:25 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 1.14 p. m, Jamestown (Lake Chautauqua) 2.12 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 2:05 p. m.; arriving at New York 6:15 a.m.

**7:20 a. m.** PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.55 a. m., Sharon 10:55 a. m., Sharpesville 11:05 a. m., Pittsburgh 12 45 p m.

**2:30 p. m.** LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:25 a. m.

**2:30 p. m.** PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS—Daily—Through without change. Arrives at Youngstown 5:00 p m., Pittsburg 8:00p. m., Washington 7:09 a. m., Baltimore at 8:19 a. m.

**4:00 p. m.** MAHONING AOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 7:50 p. m., Sharpesville 8:00 p. m. Daily except Sunday.

**11:00 p. m.** NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland to Hornellsville. Arrive at Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a m, Salamanca at 7.16 a. m., Buffalo 9:20 a. m., Niagara Falls 11.50 a m., Rochester 12:58 p. m., Hornellsville, 11:00 a m., Corning 12:07 p. m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m.

**11 00 p. m.** PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS — Wagner Sleeping Coach, Cleveland to Pittsburg without change Arrive at Youngstown at 2:00 a. m., Pittsburgh 5:55 a. m., Washington at 7.30 p m, Baltimore at 8.30 p m.

Trains arrive at Cleveland. 6:20 a. m., 10:08 p. m., 12:50 p. m., and 6.15 p. m.

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R, South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FEURIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

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CLEVELAND, OHIO, THURSDAY, JANUARY 22.


DR. WILLIAM F. THOMS. the president of the American Humane Society, will give a free course of lectures to navigators and life savers, on "The First Aids to the Injured," in the New York nautical school, 92 Madison street, every Monday evening at 7:30 o'clock. The doctor is well-known in Cleveland, as the son of the distinguished navigator and author of "Thom's Practical Navitor."

ALARMING intelligence has been received at the office of the Hudson Bay Company, at Montreal, relative to the loss of one of their finest vessels, the Prince of Wales, homeward bound with a cargo of furs valued at $500,000. She had a terrible passage across James Bay and at the entrance to Hudson Bay encountered an impassable barrier of ice, which extended as far as the eye could see, and at some places attaining to the height of the main yards of the vessel. A portion of the crew managed to reach the shore for assistance, but on returning to the place where they had left the Prince of Wales, she was not to be found, and it was surmised that she had been jammed in an ice floe and carried eastward, and much anxiety is felt for the safety of the crew, as they are not provided for wintering in that locality. This is the region marked out by a number of idealists as the future route to Europe and a rival to our lake navigation from Winnipeg, recently commented on in these columns.

THE BUFFALO COURIER commenting on the signs of the times says: It is of course rather early to speak with referance to the coming season on the great lakes from a business standpoint. There is, however, little doubt that it will be, as a whole, an improvement on the past season, which was the worst known for years. There are large stocks of grain to be moved from the west, and the prices of cereals are now so low that it will in all probability be found profitable to send them eastward by lake. The sharp competition in this traffic by the railroads will undoubtedly continue; but it is a fact that rail carriage cannot be done so cheaply as that by water, and the time will come when the roads will be compelled to exact fair rates for their work. In another direction the outlook is encouraging. Iron works which have long been closed are opening in different parts of the country, and this will consume largely of the surplus stocks of ore on hand. It seems certain that the trade in iron ore will next season be better than of late, and that consequently higher rates will be paid for moving it from the ports of accumulation. In lumber, too there are some signs of betterment, as business, generally will revive.

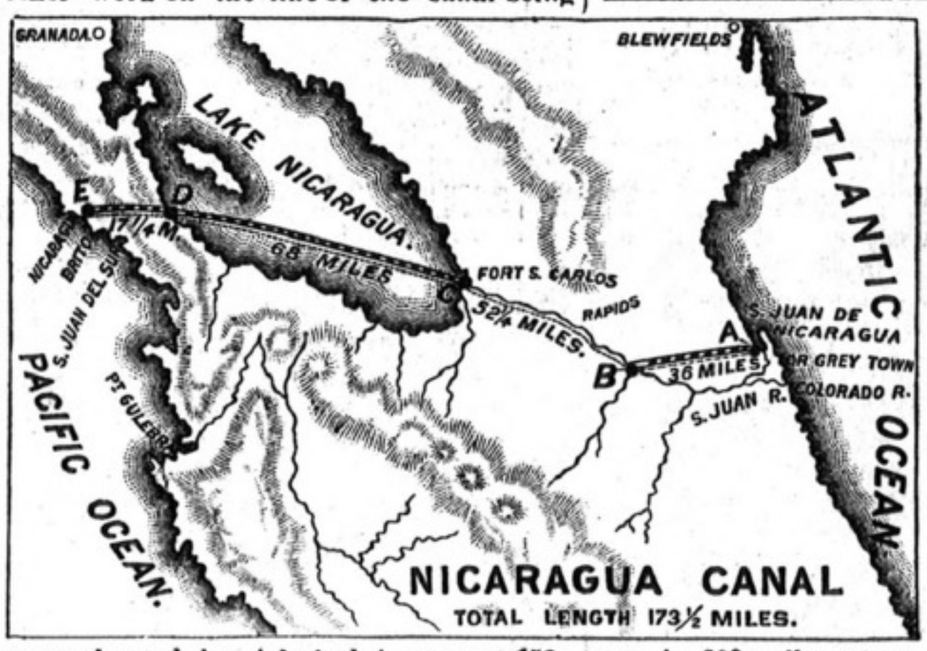
## *THE NICARAGUA CANAL.*

The fate of the Nicaragua canal treaty is at present uncertain. The indications in the Senate are against the ratification of the treaty, party politics being likely to govern the feeling to a great extent in passing upon it, and it is probable that Governor Cleveland will be consulted before final action is taken, the theory being that the ratification of the treaty, on the eve of the retirement of the Republicans from the administration, might involve the incoming chief magistrate in a policy that would not prove popular, and the Republicans, realizing the chances for such an emergency, are willing to ratify. Among the Democrats, therefore, the question of expediency is prominent, as it would affect Mr. Cleveland's action, and which will probably be the most important factor in forming their decision. As it requires a two-thirds vote to ratify all treaties, the Democrats are in a position to defeat this one. But by doing so, they will, in a measure, show inconsistency in action to a policy they have been preaching on the other side of the pasture fence for a score or more of years. By the provisions of the treaty, however, the United States has two years in which to consider its ratification, and the new administration will have plenty of time to analyze its bearing in all phases, and arrive at an intelligent conception of the benefit to the country of the canal, the responsibility the United States will assume in its relations to other countries when it enters on its construction, which should not be delayed beyond a reasonable time, and the probable cost of the work. Admiral Ammen, in his original report on the construction of the canal assumed that the San Juan river and Lake Nicaragua were in condition to be utilized without large expense, and that the harbors of Greytown, on the Atlantic, and Brito, on the Pacific coast, were ready to receive ships with full cargoes, the cost of the other work on the line of the canal being approximated by Admiral Ammen at $52,000,000, and by Major McFarland, in a report made in 1874, at $70,000,000, he assuming that $15,000,000 would be necessary to make available the harbors of Greytown and Brito. Major McFarland, in his report, claimed that much dredging would be necessary in the San Juan river, in order to straighten and widen it, and that in Lake Nicaragua several channels must be cut in order to get sufficient depth of water. To keep these artificial channels open a protection similar to the timber structure that protects the government canal at the St. Clair Flats will be necessary.

The proposed route, which is laid out in the chart, herewith supplemented, is by canal from Greytown, thirty-six miles in length, to a dam to be constructed on the San Juan river, and thence fifty-two and one quarter miles by the river to Lake Nicaragua, through which ships can pass sixty-eight miles, without impediment, after the necessary dredging and pile improvements have been made, to the last canal cut, seventeen and one-quarter miles in length, to Brito, the terminus on the Pacific coast, the entire distance being 173.50 miles, 53.25 of which is made by canal cut, the greater part of the distance being natural waterway. Science says that the surface of Lake Nicaragua is 107 feet above the level of the Atlantic, and the height of the land between the lake and the Pacific is 147.7 feet, requiring a cut of 46 feet to bring the canal to the lake level. This necessitates a series of five locks between the Atlantic and Nicaragua, and seven between the lake and the Pacific. There was formerly an excellent harbor at Greytown, but it was filled up by the silt coming down the river, and at present there are no good ports on either side of the route, though it is believed that they can be constructed at a moderate expense. It is proposed to change the course of the river so as to prevent the silt from coming down, and then to excavate the harbor at Greytown; while at Brito, on the Pacific coast, a harbor can be made by the construction of two breakwaters.

Statistics show that there are two million tons of grain produced annually on the Pacific coast by English speaking people, and the semi-annual statement of the San Francisco Produce Exchange shows that 816,000 tons of wheat now remain in the State, against only 350,000 tons the same date (January 1st) last year, owing probably to the low price current this season for that cereal, and the prolific and cheaper produce of India, which is but another evidence of the value the canal will be to American commerce. United States commissioners have made several estimates of the amount of tonnage that would use the canal, their deductions showing that an average freight tonnage of 3,804,000 tons per year would be accommodated, the estimated toll on which is three dollars per ton, in addition to port charges and other customary dues, the expense to the vessel, however, depending largely upon the manner adopted for ascertaining the charge, whether on the actual amount of the cargo or on the gross tonnage of the vessel. The tonnage of the world in 1870 amounted to 17,963.293 tons, and in 1879 to 20,395,815 tons. These amounts were made up of steam and sail tonnage, as follows:

| Year. | Steam. | Sail. |
|---|---|---|
| 1870. . ..... | 2,466,498 | 15,496 795 tons |
| 1879..... | 4.366,221 | 16,029,594 tons. |
| Gain in 9 years... | 1,899,723 | 532,799 tons |




Although the tonnage by steamers is increasing in the above ratio, yet at the present time the tonnage of sailing vessels largely exceeds that of steamers. The tonnage of sailing vessels in the United States in 1877 was twice as great as that of steam vessels, while at the present time it is only one-third more. Hence, as Nicaragua is 600 miles nearer San Francisco, the objective point, than Panama, and as Commander Pim says, sailing vessels from the latter must make a long detour in order to obtain the advantage of the monsoons, a difference of 2,100 miles, or fourteen days, is gained, and it is safe to say that the estimate made above of the tonnage that will seek passage through Nicaragua is not extravagant.

Now, as we hold the key to the gateway of the Atlantic and Pacific coasts, as our own country is bounded on either side by the waters of the two oceans, as we have the means and inclination, as the project is a popular one, as it is opposed by England in jealousy as menacing her ambitious away, and as that country has absolved America from longer observance of the Clayton-Bulwer treaty by first ignoring its stipulations, let us go on and build the canal, and build it well.

## *EAST-BOUND FREIGHT.*

NEW YORK, Jan. 16.—The trunk line presidents and the Chicago committee met at Commissioner Fink's office to-day. Charges were made against nearly all the roads for cutting rates on east-bound freight, but all were dismissed for want of evidence. Fresh declarations to sustain uniform rates were made.

The above paragraph contains the whole matter, as in a nut shell. What the uniform rates which these railroad magnates are to sustain is well known to all producers and lake carriers, namely through rates, discriminating rates, rebates, whereby the profits of the country's produce shall fall into the pockets of the railroad kings, and not into those of the producers or the stockholders of the roads. Rates whereby a shipper of grain or merchandise from Cleveland or any other lake port on the whole chain will be mulcted in a sum equal to the cost of local transportation to Chicago and thence to New York by through rate. A long rate for a short haul. To illustrate, as Mr. Van Vyck said in a recent speech in the Senate: "The Union Pacific, becoming incensed at Columbus, an active interior city of Nebraska, whose citizens were enterprising, and aided to secure another road, determined they should be punished for such temerity and rebellion. So rates were changed, and more was charged per carload from Omaha than from Kearney, and points farther west. So, the Central Pacific, with an excuse of revenge for punishing rebellious subjects in their territory, actually charges to points east of San Francisco through rates to San Francisco, and then local rates back, a plan which, if continued under the protection of the government, will menace the business of lake navigation, as noted in the Reagan bill, and acted on by the Lake Drydock Association at its recent meeting in this city. The House has shown itself alive to the condition of things, and it now stands the Senate in order to take popular action in the premises. But so long as the railroad interests send representatives to the halls of Congress, fortified with railroad stocks and the power to influence speculative Congressmen to lay down $1 and take up $3, those interests will be fostered at the expense of every other. They will be voted their land grants of every other section of valuable government land for miles, on the favorite plea that the public domain is good for nothing until it is crossed by railroad iron, that the great west will never be peopled until transportation for produce is furnished, and that if they are not granted these favors at the hands of Congress they will become bankrupt corporations, to the lasting injury of the prosperity of the country. Bankrupt the railroad corporations, with watered stock, stock representing a fictitious value of $4,000,000,000, the original of which has been paid ten times over in interest and dividends. In case the bill to regulate interstate commerce fails to become a law the proper and only course for the lake interests to adopt is that of self-defense, by sending to represent them in Washington, an influential, shrewd, far-seeing man, whose duty it should be to scrutinize every innocent measure that comes before Congress, analyze its merits and its objects and place his "mark" where it will do the most good, as the railroad representatives have done before him.

Since the above was written the Senate has refused to pass the Reagan bill, but in its stead has agreed to an amendment which strikes out all in that admirable bill after the enacting clause, adopting the miserable apology of a commission to regulate railroad freight rates. The bill, as tinkered in the Senate, will go back to the House for concurrence, which will probably be refused and a conference committee of the two houses appointed, before which it will fall, but to come up again at the next session of Congress in a new dress, as it has done for the past three years.

The following vessels were registered at this port last year, under the late Canadian Act. Chap. 41 of the consolidated Statutes of Canada:

| | | Tons Register. |
|---|---|---|
| 12 Schooners, measuring | | 1,791 |
| 3 Sloops, | " | 93 |
| 28 Barges, | " | 5,890 |
| 49 Wood boats, | " | 2,114 |
| 2 Steam-lifts, | " | 69 |
| 25 Steamers, | " | 3,908 |
| 119 Vessels. | Register | 13,865 |

Vessels registered under the Merchants' Shipping Act of 1854:

| | | Tons Register. |
|---|---|---|
| 24 Schooners, measuring | | 5,508 |
| 19 Sloops, | " | 766 |
| 1 Brigantine, | " | 263 |
| 12 Barges, | " | 2,845 |
| 1 Wood boat, | " | 64 |
| 1 Steam elevator | " | 69 |
| 36 Steamers, | " | 2,624 |
| 94 Vessels. | Register | 12,139 |
| 119 | | 13,865 |
| 213 Vessels. | | 26,004 |

During the year two vessels have been received from other ports, two (American) purchased, one has been sold to a foreigner, one vessel burnt, one stranded, and three vessels have been broken up.—*Kingston News.*

We trust all will renew their subscription.

### *AN INTELLIGENT REPLY.*

BROOKLYN, Dec. 27. 1884.

*Editor Maritime Reporter:*

Dear sir:—By answering the following question you will greatly oblige a constant reader of your paper: Is there as much tonnage entering and leaving the port of Chicago during the season of navigation as there is at the port of New York for the same length of time?

Yours,

C. A. MARTIN.

ANS—There is no data at this port by which your question can be answered, from the fact that under the coasting laws, all vessels sailing with enrollment and license who confine their trade between the northern coast of Maine and the southern limits of Georgia (St. Mary's river) do not report at the custom house unless they have goods in bond. This fleet is very large, embracing some of the best vessels afloat. The arrivals at the port of New York during the general season of navigation is from 100 to 200 per day. These vessels running at will, no record is had of them, except once in each year in renewal of license. There is no donbt but that the tonnage entering and leaving the port of New York is over three times as great as that of Chicago.—[*Editor Maritime Reporter.*

The above editorial answer to the question propounded may be quite satisfactory to the general reader of New York maritime journals and probably displays an immense amount of journalistic enterprise and intelligence, when we consider the fact that the reply was made inside of fifteen days after the question had been asked. The following statements, however, obtained from official sources can be relied on as correct in every particular: Tonnage statistics of the port of New York (entrances and clearances) for the year ended June 30, 1884, are:

| | Tons. |
|---|---|
| Entered from foreign ports | 5,658,650 |
| Cleared for foreign ports | 5,423,700 |
| Entered coastwise | 1,708,783 |
| Cleared coastwise | 2,134,408 |

Tonnage statistics of the port of Chicago (entrances and clearances) for the year 1884 are as follows:

| | Tons, |
|---|---|
| Entered coastwise | 3,713,817 |
| Foreign vessels from foreign ports | 19,725 |
| American vessels from foreign ports | 23,431 |
| Total entered | 3,756,973 |
| Cleared coastwise | 3,678,368 |
| Foreign vessels to foreign ports | 21,552 |
| American vessels to foreign ports | 61,803 |
| Total cleared | 3,761,723 |

It will, therefore, be seen that the aggregate tonnage arriving and clearing at the port of Chicago during a single year reaches 7,518,696 tons, while the official figures from the collector of customs of New York City show entrances and clearances aggregating 14,925,541 tons, which is not even double that of Chicago port. Considering that there is necessarily a limit to the tonnage of lake vessels until our harbors are improved, this is a showing of business highly gratifying to lake men, and when we come to consider that the port of Chicago is open for general traffic but seven months in the year, whereas New York harbor is open the year round, we are enabled to answer the above question, regarding the season of navigation, by saying that the average per month of tonnage entered and cleared at the port of Chicago is 1,074,095 tons, and that at New York 1,243,795 tons or but 169,700 tons per month more than Chicago. Therefore the magnitude of our lake commerce is apparent.

The following statement shows the number of vessels entered and cleared at certain ports in the United States for the year ended June 30, 1884:

| Ports. | No. vessels arrived | | | No. vessels cleared | | | |
|---|---|---|---|---|---|---|---|
| | Foreign. | Coastwise | Total | Foreign. | Coastwise | Total | Jo'l't Tot'l |
| Baltimore | 696 | 1,436 | 2,132 | 711 | 2,040 | 2,751 | 4883 |
| Boston ... | 2,618 | 806 | 3,424 | 2.503 | 1,023 | 3,526 | 6950 |
| New York | 6,126 | 1,950 | 8,076 | 5,581 | 3,565 | 9,096 | 17172 |
| N'wOrl'ns | 800 | 316 | 1,116 | 779 | 373 | 1,152 | 2268 |
| P hiladelphia..... | 1,026 | 716 | 1,742 | 869 | 1,301 | 2,170 | 3912 |
| Portland& Falmouth | 320 | 474 | 794 | 510 | 360 | 870 | 1664 |
| San Francisco..... | 836 | 308 | 1,144 | 825 | 461 | 1,286 | 2430 |
| Total..... | 12,432 | 6,006 | 18,428 | 11,728 | 9,123 | 20,851 | 39279 |
| Chicago ... | 128 | 12,212 | 12,370 | 261 | 12,106 | 12.367 | 24737 |

Chicago has 2,630 more than the combined aggregate of Baltimore, Boston, New Orleans, Philadelphia, Portland and Falmouth, and San Francisco.

Chicago has 615 more than the combined aggregate of New York and Boston.

Chicago has 414 more than the combined aggregate of New York, Baltimore and New Orleans.

Chicago has 1,223 more than the combined aggregate of New York, Philapelphia and San Francisco.

### DETROIT.

*Special to the Marine Record.*

Jan. 20.—The all absorbing matter of interest at the present and for the past few days is the weather, and not only is the inquiry "Was there ever anything like it before?" "Is it not without a precedent?" and in response, most emphatically, no. We old uns have seen the like before, yet we must go back to 1855, thence to the long winter of '42 and '43, when snow and ice came the middle of November and did not take its departure until April following, minus the usual January thaw. An issue of the Detroit Free Press of March 31, 1843, quotes as follows: "Col. Beaufait, of Hamtramck says that about fifty-four years ago this country was visited by a colder and more snowy winter than this of '42 and '43. The snow was generally three feet deep on the level. He crossed the Detroit river on the ice in the early part of the month of May. The winter was succeeded by a warm, unproductive, sickly summer and fall." Now as this statement takes us back fifty-four years prior to 1843, it is not difficult to trace the records from that period up to the present. The winter of 1855 has so far superseded the present, from the fact that during that term freight connections between the Michigan Central Railroad and the Great Western, opposite, was by teams, and omnibus sleighs conveyed passengers in like manner. Up to this writing neither the railway steamers nor the Detroit & Windsor line have been prevented from performing their usual trips, notwithstanding the Detroit river is closed from shore to shore with heavy ice; yet, so far as I can learn, no one has made the attempt to cross it on foot. Yet, for all this, there is no mistaking the fact that the past three days have been the coldest for years. Now, as to the state of the thermometer, the statements given in the papers widely differ, registering from 13 down to 20 below, emanating from railroad offices and other sources. Yet in spite of such respectable, and I might add, reliable authority, it is flatly contradicted at the signal office, which stated it no lower than 6°. We know, however, from experience, they are by no means infallible, judging from their weather reports during the past and other seasons of navigation. Other points are also disputed by the aforesaid authority. Port Huron was reported 15° below, Mt. Clemens, only twenty miles distant from Detroit, from 16° to 20° below, and many others of a similar ratio. Despite all this, it is here, and it hangs on well.

Recor & Rice, of St. Clair, were the purchasers of the steambarge Mackinaw and consort Genesee Chief, at the figures given in my last communication. Captain Rice will command the Mackinaw.

The steamer Highland, lying at the foot of Dubois, street, this city, was visited by some unknown plunderers, who took with them some carpenter's tools valued at $18. Fortunately there has been but little of such nefarious work going on here this winter. As a safeguard against thieving, there are several vessels laid up at this port where the owner and other members of the family remain on board throughout the winter and find it equally as comfortable as on shore, and thereby save rent and other incidental expenses.

The Lake Superior Transit line of steamers, of which J. T. Whiting, Esq., has for several years been the very efficient manager at this port, had the past season twelve first-class steamers on the route, eleven of which ran between Buffalo, and one, the Arctic, between this port and Hancock. The latter boat made twenty-five round trips without accident, on regular advertised time, which is made up to the autumn season; the India made fourteen round trips; St. Louis, thirteen; Arizona, thirteen; Japan, thirteen; Fountain City, Nyack, China, Empire State, Idaho and Winslow, a like number, and the Badger State twelve. These steamers were very ably commanded throughout the season, and no more gentlemanly corps of officers could be found on any line in the lake region, or elsewhere.

Captain Stephen R. Kirby, father of the Kirby Brothers, associated with the Detroit Drydock Company, has gone to New Mexico for his health, and it is hoped will return fully restored. His headquarters latterly have been at New York City, and it is unnecessary to add that in naval architecture he stands at the head of his profession.

The keel for the new Detroit and Cleveland steamer is being laid at Wyandotte. Captain Allen Kirby, brother of the above named gentleman, has gone to that place to aid in her construction.

There is no ship-repairing going on here as yet, farther than that I have previously mentioned. The steamer Tecumseh, as already stated, is undergoing a thorough rebuild and will be in excellent condition for business next season. Captain Sullivan has the supervision of the whole work.

Captain Mills, widely known as the head of the harbor tug association at this port, is going to add strength to his line and has purchased the tug J. C. Morse. The price I am unable to state. It may also be stated that the steambarge R. Holland has just been purchased by a Mr. Simkins, of Muskegon, from R. Holland, at Marine City. It is somewhat strange that parties to such transactions are so reticent in giving details. Yet it is so. The Morse, spoken of above, was built at Buffalo in 1867 and is 63 tons burden. The Holland was built at Marine City, in 1873, and is 295 tons. She was once sold to Canadian parties and her name changed to Northern Queen. Finally she fell back to original hands and her former name was restored.

The steamers Flora and Atlantic, of Captain Grummond's line, last season performed respectively 33 and 32 round trips on the Cleveland, Toledo and Mackinaw route, and were laid up in good condition, requiring no repairs the present winter. They were well officered and have an excellent record.

The suit of the Northwest Transportation Company against the three insurance companies, the Continental, the State of Pennsylvania and the Union of Philadelphia, on trial at Detroit were concluded last week. The suits arose out of the wreck of the Manitoba. The insurance companies having failed to release the steamer and repair her within a reasonable time, the N. W. T. Co. gave them notice that they would abandon her. The vessel was released in the spring but neither party would take possession of her. The court held the insurance companies responsible and a verdict was rendered accordingly. The insurance amounted to $86,850.

In the admiralty court at Detroit, on the 12th, the tug J. W. Bennett was ordered sold *pendite lite*, at Port Huron, and the same order was given against the tug John Martin, in Detroit. There are large claims against the two vessels, and they were ordered sold to save expenses.

D. P. Heap, major of engineers, U. S. A., has asked Congress to appropriate $18,000 to complete the lighthouse and fog signal at the mouth of the Detroit river. J. W. H.

### KINGSTON.

A Brockville lady who was struck while standing on the dock at that place by a fender which was broken on the steamer Rothesay while running into the dock has entered action for $1,000 damages against the company.

Next season the Richelieu company's boats will be illuminated by Messrs. Craig & Sons' electric lights.

The barges Oneida and Cayuga, belonging to the M. T. Co. are being rebuilt and lengthened thirty feet, so they will each carry 28,000 bushels; they will also be rigged with jibs and canvas for lake service, consequently a large amount of canvas will be used.

The "Needle's Eye" is not the name of the rock near the Brockville Narrows which is so much complained of by navigators. Some distance from the Needle's Eye the rock exists.—*News.*

The Richelieu and Ontario Navigation Company, in addition to paying a dividend of 3 per cent. have been able to carry forward about $40,500.

### PORT ARTHUR.

The Port Arthur elevator, which is capable of holding about 250,000 bushels of grain has been filled.

The elevator at Fort William is nearing completion. Ever since it was commenced a large force of workingmen has been kept steadily employed, and they have run up this immense building in an exceedingly short time. We understand that the company will commence to put grain into it next week.

The line of the breakwater has been staked out on the ice and forty-five men are employed in preparing timber for it. A large amount is already hewn ready for making into cribs. An immense amount of timber will be necessary to complete the contract. The contractors are ready to sink cribs just as soon as the Government engineer finishes staking out the locations.—*Sentinel.*

### SANDUSKY.

*Special to the Marine Record.*

The case against Captain Fagan for complaint of the peace, in Justice Stein's court, was concluded Tuesday afternoon the 13th. Fagan was bound over to the probate court in the sum of $200. Justice Stein, in rendering his decision, stated that the case hinged entirely upon the question as to whether Mr. Fries, had just cause to fear violence to person or property from the defendent, and the evidence all pointing that way, he could not consistently do otherwise than bind him over.

Captain E. Monk has just closed a contract with Messrs. Kunz and Johnson, to build a steambarge to freight stone from the Islands, Marblehead. She is to be completed by the first of May.

The steamba ge Red Jacket, now on Captain Monk's way, is to be rebuilt this winter.

The tug Myrtle has been thoroughly overhauled and is ready for business.

It has been reported that G. A. Marsh of this city, has sold the tug Mystic to A. Wehrle, of Middle Bass for $6,000. S.

### TOLEDO.

The case of the United States vs. Edward McNelly, master of the steamer Waite, on trial in the United States district court was concluded on the 15th, the jury bringing in a verdict in favor of the defendant. The case was brought to recover $100, in penalties for five alleged violations of the customs laws, in having sailed from the port of Toledo to the port of Put-in-Bay without taking out the required clearance papers. The charge was to the effect that these ports were in different customs districts, Miami and Sandusky respectively. While admitting all the other allegations, the defense denied this one, and the case hinged upon the boundary line between the two districts The verdict of the jury was to the effect that the port of Put-in-Bay was in the customs district of Miami, hence there was no violation of the law. The charge of Judge Welker was a very clear and exhaustive one. The case will be carried to the circuit court on error.

### ERIE.

As Patrick Murphy, a veteran pilot of the lakes, was taking farewell of his comrades aboard the United States steamer Michigan on the 15th, the officers called him into the ward room and presented him with a magnificent silver dinner service, purchased by contributions from scores of captains and officers under whom he served, Admiral Jarrett heading the list.

### DULUTH.

The Lake Superior Times says two pile drivers are now at work on the abutments of the big bridge and it is stated that the bridge, will be ready for trains in sixty or seventy days.

A pile driver is at work on the sunken propeller Winnipeg, driving piles around her, after which another attempt will be made to raise her. The contract for raising has been let for $1,200. Thus does the Winnipeg continue to furnish city news items.

Captain Monroe, formerly of the propeller Isle Royale, should have the position of hull inspector which is probably soon to be established at this port. Alex Crawford is a candidate for the position of boiler inspector, as is Mike Chalk, of the fire department.

The annual meeting of the chamber of commerce was held on Tuesday evening, the 13th inst, and after some new members had joined the chamber and the old ones had paid up their dues, the election of officers was proceeded with. O. H. Simonds, the present incumbent, was the unanimous choice of the chamber for president, as was Mr. Stuntz for vice-president. Seven directors were elected, Messrs. Alex. McDougall, C. F. Johnson, A. M. Miller, W. W. Spalding, A. S. Chase, Thomas Dowse and J. H. LaVaque.

The Herald says at present there is in Duluth elevators 4,753,480 bushels of wheat against 2,114,708 on this date in 1883 and 843,518 in 1882. It will be noticed the amount has more than doubled each year.

## VULNERABLE POINTS OF VESSELS.

LOCKPORT, January 17.

*To the Editor of the Marine Record:*

The article in your issue of the 1st inst., credited to the Trade Reporter, is a valuable one, inasmuch as it throws light on the now condition of ocean going vessels. The statement that casualties of nearly "three thousand occur annually to English vessels," seems to be a large estimate. If that be true, what must it be for the whole world? The statement that "the chief cause of this, it is claimed, is to be found in the vessel itself," no doubt, in its literal meaning, is a true one. But who has made the claim, and what is it based upon? It furthur states "which as at present constructed presents many vulnerable points." It may be inferred that those who made the statement know what they are talking about. What, and where located in a vessel, are the vulnerable points? There can be no question but that the large number of casualties spoken of are from many and different causes. For instance, the large ship which rolled over, in launching last year, in one of England's shipyards, and drowned several hundred people, is one cause, and the instantaneous sinking of the English ship Lornty, while at anchor in New York harbor, by the steamer Cornwall, is another. Where are we to look for the vulnerable parts in these two casualties? No points in a vessel, as now formed, could have been so made as to have prevented these two disasters. The writer of that article evidently intended to convey the idea that English vessels have weak points in their construction, but, no doubt they are as staunch as any others. Mr. Douglass, one of England's most eminent engineers, who visited our coast last summer, was reported to have said that the Sound steamers Bristol and Pilgrim were the best ships he ever saw, but that they were not strong enough to navigate in English waters, nor as strong as English vessels are built, also explaining the manner in which English vessels are strengthened. There can be no doubt but that is a fair and truthful statement. But to the point. I concur in the statement that the cause of disaster, in most cases, will be found in the vessel, not so much in her construction as in her form. Had the ship that rolled over in launching been of such a form that her buoyancy would have sustained her always and under all circumstances, in a level or upright position, she could not have rolled over. But she had no counterpoise to meet the weight of the people on deck. Inade quate counterpoise has been the cause of the destruction of more vessels than any other cause. Thousands and thousands of vessels have been thrown on their beam ends in mid-ocean, and their counterpoise is then in equipoise with the top-hamper, and there is no remedy other than to cut away their masts, which can not be done in a heavy gale. When we get vessels which need no counterpoise, that alone will reduce disasters 50 per cent. Had the ship in New York harbor been strong enough in all of her parts to receive the crushing blow of an on-coming ocean steamer she would have been too heavy for practical use. Much has been done to strengthen the shell of vessels, and, as a general thing, their strength is uniform. But on account of their form, at times greatly disproportioned strain is brought to bear on some part of the vessel, as, for instance, a collision, or from the action of the waves. It is at such times that fatal vulnerable points make their appearance. But no one can tell when or where the great strain will fall. The true principle of naval architecture is to have the vessel so formed to meet the action of the waves that strain at all times will be equally borne on all parts of the vessel in such a manner that strain can not concentrate on any point in her hull so as to open seams or joints and she be ruptured. Such vessels come within the limits of known science and will probably be the future vessels, and in all of their life essentials will be the direct opposite of those now in use. But so radical will be the change that it will be a work of time to bring it about. If it is true that three thousand English sailors are lost each year by the three thousand casualties, how many other victims have been lost at the same time? It must be many times larger. I again ask, what must the total of the world's loss be? The lake losses are proportionately larger than those of the ocean, and will be until a different class of vessel is brought into use, a class of vessel which can work away or off from a lee shore. It is fatal for a loaded vessel as now formed to be caught on or near a lee shore in shallow water, more especially if in a bay. The reason why vessels as now formed move slower in shallow water than in deep is from the fact that they displace, or remove, the water out of their way in a downward direction, water being non-elastic, and it in a confined position, as when a vessel pitches in shallow water, the water can get no downward motion, and it reacts upward against the hull with great force. In deep water it can roll off in a partial downward direction, and the hull does not meet so much resistance. The safety ship does not pitch and she displaces all of the water to the surface (upward) and has uniform resistance at all times.

JOSEPH W. NORCROSS.

## GENERAL NEWS.

Schuyler Colfax dropped dead in the Union depot at Mankato, Minn., on the 13th inst.

A thousand shipwrights at Hartlepool have struck against a reduction in wages of 7½ per cent.

Salt of excellent quality has been discovered at Bothwell, Ont. The bed is ninety feet through, and the end is not yet reached.

The lumbermen of Minnesota intend to greatly reduce the cut this winter, because they say, they can buy logs cheaper than they can cut them.

An actual and careful test shows that 58 per cent. of the power extend in driving the propeller of an ocean steamship is lost, or rather is as yet unaccounted for.

The English ship Rober, while lying in Victoria harbor, British Columbia, was burned to the water's edge recently. The loss on ship and cargo is $100,000.

The Anglo-French engineer commission has decided to give the Suez canal a breadth of 220 feet and a depth of 27 feet. The cost of the improvement is estimated at $40,000,000.

The river and harbor Committee has decided to insert in the appropriation bill $300,000 to commence work on the Hennepin canal, after refusing for a year to admit it into the bill.

Ship fires, so common an occurence at the port of New Orleans in the past, rarely happen there now. The prohibition of smoking near cotton on the wharves and on shipboard and a strict watch kept over it have almost entirely eliminated this evil.

It is said the new iron steamship Chatham, built at Gorringers' shipyard, Philadelphia left port early Friday with a number of claims unpaid. Neafie & Levi have a claim amounting to more than $81,000 for building the vessel's machinery.

The proposition to bring the Great Eastern to New Orleans as a floating hotel has been abandoned, because no one would guarantee the owners against loss, but even the severest critics and opponents of Captain Eads' work did not question the capacity of the channel to float her.

The Port Arthur Sentinel says that, Coal Harbor, the Pacific terminus of the Canadian Pacific, has been re-christened. Vancouver, and with its new name has entered upon a career of prosperity which must continue for many years to come. When the Pacific rail way is open from ocean to ocean Vancouver must become a great city, and one of the factors in its future greatness will undoubtedly be its proximity to the coal beds of Vancouver, Island. At the present time steam coal is worth $3.25 per ton in Vancouver while the same article is selling in San Francisco for $7.75 per ton.

Trade with the West Coast of Mexico is made available to American manufacturers from February 1 by a contract signed by the Attorney of the Atchison, Topeka & Santa Fe railway and the Minister of the Interior. From the port of Guaymas the Gulf terminus of the Sonora railway, the company will be allowed to run a steamer under the American flag to all the Gulf of California ports carrying the Mexican and American mails. Trade has heretofore been restricted to vessels sailing at irregular intervals, flying the Mexican flag. The company's vessels will run through to San Francisco only every three weeks, but will make regular connections each trip with the Pacific mail steamer at Acapulco for San Francisco.

## A VETERAN SHIPBUILDER'S WORK.

The following list of vessels, built by Mr. E. N. Jones, one of the veteran shipbuilders on the lakes, who died at Buffalo in March, 1883, has been furnished us for publication by his brother, Captain G. W. Jones, and we doubt not will be very interesting to our readers. Mr. Jones had the reputation of building a good ship and the life of many of these vessels attest to the truth of the statement:

1833—Schooner Jacob A. Barker at Monroe, Mich., for Barker Holt and Captain Bill.
1834—Steamer Commodore Perry, at Perrysburg, Ohio, for Hollister and Captain David Wilkeson.
1835—Schooner Favorite, at Perrysburg, Ohio, for Captain David Wilkeson.
1835—Schooner St. Joseph, at Black River, Ohio, for Dorr G Jones.
1836—Schooner Caroline, at Perrysburg, Ohio, for Captain D. Wilkeson.
1836—Schooner Erie, at Black River, Ohio, for Dorr & Jones.
1837—Steamboat Bunker Hill, at Black River, Ohio, for Joy and Webster and R. Winslow & Co.
1837—Canalboat F. N. Jones, at Black River, Ohio, for R. Winslow & Co.
1838—Steamboat Lexington, at Black River, Ohio. for himself and others.
1839—Schooner Rosa, at Black River, O., for Isaac T. Smith and A. E. Wing.
1840—Brig Alert, at Black River, Ohio, for Joy & Webster.
1840—Brig Hoosier at Black River, Ohio, for Holt, Palmer & Co.
1842—Steamer General Harrison, at Marine City for Judge Wolcott.
1845—Steamer Troy, at Marine City, for Captain S. T. Atwood and others.
1845—Steamer Helen Strong, at Monroe, Mich., for Geo. W. Strong.
1846—Propeller Pocohontas, at Buffalo, N. Y., for Joy & Webster, and Captain J. Wooster.
1846—Schooner Watts Sherman, at Buffalo. N. Y., for A. R. Cobb and Captain McKirty.
1847—Schooner Petrel, at Buffalo, N. Y., for Joy & Webster and Captain J. B. Hall,
1847—Schooner Mansfield, at Buffalo, for J. Fleeharty & Co.
1847—Schooner Mark H. Sibley, at Buffalo, for S. T. Atwater and Tom Parker.
1847—Brig H. B. Bishop, at Buffalo, for Geo. Walbridge.
1847—Schooner Henry Hager, at Buffalo. for H. Hager and Pat Short.
1848—Brig Lowell, at Buffalo, for himself, J. M. Jones and Jasper Hodge.
1848—Propeller General Taylor, at Buffalo, for Captain A. E. Hart.
1849—Propeller Sandusky, at Buffalo for Gilston and Evans.
1849—Brig Ramsey Crook lengthened and rebuilt equal to new at Buffalo for Jas. A. Armstrong
1850—Propeller H. A. Kent, at Buffalo, for Gilston & Evans.
1851—Propeller M. B. Spaulding, at Buffalo, for Gilston & Evans.
1852—Steamer Iowa, at Buffalo, for Holt, Palmer & Co., and Gilston & Evans.
1852—Schooner Tuscola, at Buffalo, for S. T. Atwater.
1852—Propeller Edith, at Buffalo, for Captain A. E. Hart.
1853—Steamer Mississippi at Buffalo, for the Lake Erie & Mad River R. R. Co.
1853—Steamer St. Lawrence, at Buffalo, for the Lake Erie & Mad River R. R. Co.
1853—Steamer Kaloola, at Buffalo, for Captain Chapman.
1853—Schooner North Star, at Buffalo, for Niles & Kinne.
1853—Schooner Jas. A. Raynor, at Buffalo for Niles & Kinne.
1853—Schooner Homer Ramsdell. at Buffalo, for Niles & Kinne.
1854—Schooner Energy, at Buffalo, for Niles & Kinne.
1854—Schooner Enterprise, at Buffalo, for Niles & Kinne.
1854—Schooner Perseverance, at Buffalo, for Niles & Kinne.
1854—Schooner Richard Mott, at Buffalo, for Captain Montgomery.
1855—Schooner Altair, at Buffalo, for O. Bugbee.
1855—Schooner Rainbow, at Buffalo, for E. K. Bruce.
1855—Schooner Bay State, at Buffalo, for Captain M. Dimick.
1855—Schooner Yankee Blade, at Buffalo, for Holt, Palmer & Co.
1855—Schooner Nautilus, at Buffalo, sold to H. W. Ranney & Co.
1855—Schooner Republic, at Buffalo, sold to Tom Williams and Captain Crass.
1855—Schooner Three Belles, at Buffalo, for H. M. Mixer.
1855—Schooner Little Belle, at Buffalo, for Mr. Morton.
1855—Propeller City of Oswego, at Buffalo, for Mr. Bancroft.
1855—Schooner Contest, at Buffalo, for Newman Scovil.
1856—Schooner Maria Johnson, at Buffalo, for Bruce & Johnson.
1856—Schooner H. S. Lathrop, at Buffalo, for Alex Miller.
1856—Schooner Messenger, at Buffalo, for Alex. Miller.
1856—Schooner Die Vernan, sold to Lake Navigation Company.
1856—Schooner Gamecock, at Buffalo, for the Lake Navigation Co.
1856—Schooner Correspondent, at Buffalo, for Niles & Kinne.
1856—Schooner W. B. Hibbard, at Buffalo, for Niles & Kinne.
1856—Schooner Resolution, at Buffalo, for Niles & Kinne.
1856—Schooner Nicaragua, at Buffalo, for E. K. Bruce.
1856—Schooner Granada, at Buffalo, for E. K. Bruce.
1856—Schooner Hiawatha, at Buffalo, for E. K. Bruce.
1856—Propeller Araxes, at Buffalo, for Dean Richmond.
1856—Propeller Orontes, at Buffalo, for Dean Richmond.
1857—Schooner Ethan Allen, at Buffalo, for Bruce & Johnson.
1857—Tug N. P. Sprague, at Buffalo, for Bruce & Johnson.
1857—Schooner A. E. Hart, at Buffalo, for Captain A. E. Hart.
1857—Schooner Rival, at Buffalo, for Newman Scovil.
1857—Propeller Eclipse, at Buffalo, for Dean Richmond.
1857—Propeller Equator, at Buffalo, for Dean Richmond.
1857—Propeller Equinox, at Buffalo, for Dean Richmond.
1857—Tug H. N. Martin, at Buffalo, for Captain Cook.
1857—Schooner Lone Star, at Buffalo, for Bruce & Dimick.
1857—Schooner York State, at Buffalo, for Bruce & Dimick.
1857—Schooner Seneca Chief, at Buffalo, for E Madden.
1858—Barque Jno. Sweeny, at Buffalo, for E. Hensler.
1858—Schooner Transport, at Buffalo, for Walter Joy.
1859—Schooner Sunberry, at Buffalo, for Walter Joy.
1860—Schooner Ataunto, at Buffalo, for H. A. Frink.
1863—Schooner Oneonta, at Buffalo, for S. V. R Watson.
1863—Barque Western Metropolis, shortened and built of steamer Western Metropolis, at Buffalo, for H. A. Frink.
1864—Barque L. C. Woodruff, at Buffalo, for N. C. Winslow.
1864—Tug Home, at Buffalo, for Captain Cook.
1864—Tug Hiawatha, at Buffalo, for Geo. W. Tifft.
1864—Tug Noble, at Buffalo, for Geo. W. Tifft.
1865—Tug J. T. Edwards, at Buffalo, for J. T. Edwards.
1865—Schooner Regulator, at Buffalo, for J. T. Edwards.
1865—Tug Daisy Lee, at Buffalo, for Frank Lee.
1866—Schooner Pamlico, at Buffalo, for H. J. Winslow.
1867—Barque Erastus Corning, at Tonawanda, N. Y., for Bennett & Avery and C. M. Horton.
1867—Schooner Racine (called barque,) at Tonawanda, for H. A. Frink.
1868—Schooner Mocking Bird, at Tonawanda, for himself, T. M. Jones and E. Woodruff.
1870—Tug Mattie Spencer, at Tonawanda, for the Charlotte Iron Works.
1870—Barge Cal. Bracket, at Tonawanda, for the Charlotte Iron Works.
1871—Schooner James Sawyer, at Tonawanda, for himself, John Green and E. Woodruff.
1872—Schooner F. L. Danforth, at Tonawanda, for himself and F. L. Danforth.
1873—Schooner Red Wing, at Tonawanda, for himself, G. W. Jones and E. Woodruff.
1873—Schooner Helvetia, at Tonawanda, for H. C. Winslow.
1874—Schooner G. S. Hazard, at Tonawanda, for himself.
1875—Schooner F. A. Georger, at Tonawanda, for F. L. Danforth.
1880—Propeller Lycoming, at Bay City, Mich., for the Anchor Line, Erie & Western Transportation Co.
1880—Propeller Conemaugh, at Bay City, Mich., for the Anchor Line, Erie & Western Transportation Co.
1881—Steambarge Clyde, at Bay City, Mich., for F. L. Danforth and others.

Following are the names of vessels upon which F. N. Jones worked while they were being built, but was not master builder:

1826—Schooner Marie Antonette, at Sandusky, Ohio.
1827—Schooner Young Tiger, at Sandusky, Ohio.
1828—Schooner Louisa Jenkins, at Abbott's bridge, on Huron river, Ohio.
1828—Sloop Wm. Tell, on the lake shore, four miles west of Black River, Ohio.
1829—Schooner Sterling, at Port Stanley, Canada.
1830—Schooner President, on the lake shore, three miles west of Black River, Ohio.
1831—Steamboat General Gratiot, at the mouth of Black River, Ohio.
1831—Schooner Elizabeth Whittlesy, at Ashtabula, Ohio.
1832—Schooner Globe, at Black River, O., Three miles up from the lake.
1832—Schooner Nancy Douceman, at the mouth of Black River.
1832—Steamboat Uncle Sam, at Detroit.
1832—Schooner Utica, at Mt. Clemens.
1835—Schooner Jas. G. King, at Dunkirk.
1836—Schooner Algonquin, at Black River.
1841—Schooner Equator, at Black River.

Vessels and boats repaired by him are too numerous to mention.